

AMENDMENTS TO THE CLAIMS

Please amend claims 16 and 20, as follows.

Listing of Claims

1. (PREVIOUSLY PRESENTED) Aircraft floor heating comprising:
an aircraft;
an avionics bay within the aircraft and containing electronic equipment;
a floor within the aircraft made up of heatable panels defining a plurality of first hollow chambers formed integrally with the panels and wherein each chamber has a first end and a second end; and
a feed line operatively connected to the first ends of the first hollow chambers and providing fluid communication between the avionics bay and the first ends of the first hollow chambers, the feed line supplying warm waste air to the hollow chambers, the warm waste air originating from the cooling of the electronic equipment contained in the avionics bay.
2. (PREVIOUSLY PRESENTED) Floor heating in accordance with claim 1,
characterized in that the first hollow chambers extend in the longitudinal direction of the aircraft inside the panels.
3. (CANCELED)

4. (PREVIOUSLY PRESENTED) Floor heating in accordance with claim 1,
characterized in that the second ends of the first hollow chambers are in flow
connection with a plurality of second hollow chambers defined by the floor panels of an
aft-located cargo hold door of the aircraft.
5. (PREVIOUSLY PRESENTED) Floor heating in accordance with claim 4,
characterized in that the second hollow chambers terminate into the aircraft
fuselage.
6. (PREVIOUSLY PRESENTED) Floor heating in accordance with claim 1, further
comprising:
a first bleed air feed line operatively connecting the first ends of the first hollow
chambers to a first supply of hot bleed air from the engine of the aircraft.
7. (PREVIOUSLY PRESENTED) Floor heating in accordance with claim 6, wherein
the second ends of the first hollow chambers are in flow connection with a plurality of
second hollow chambers defined by the flow panels of an aft-located cargo hold door of
the aircraft, further comprising: a second bleed air feed line operatively connecting the
second hollow chambers to a second supply of hot bleed air from the engine of the
aircraft.

8. (PREVIOUSLY PRESENTED) Floor heating in accordance with claim 7,
characterized in that the cross sections of the first and second bleed air feed
lines determine the amount of hot engine bleed air supplied.
9. (PREVIOUSLY PRESENTED) Floor heating in accordance with claim 1,
characterized in that the panels are thermally uncoupled from a structure which
supports the floor.
10. (PREVIOUSLY PRESENTED) Floor heating in accordance with claim 1,
characterized in that the panels are provided with electric heating mats for
supplementary heating.
11. (PREVIOUSLY PRESENTED) Floor heating in accordance with claim 10,
characterized in that the electric heating mats are positioned on the lower side of
the panels.
12. (PREVIOUSLY PRESENTED) Floor heating in accordance with claim 1, further
comprising:
electric heating coils or wires integrated into the first hollow chambers for
supplying-supplementary heating therein.

13. (PREVIOUSLY PRESENTED) Floor heating in accordance with claim 1, further comprising:

ventilators positioned in the first hollow chambers to generate a forced flow through the first hollow chambers.

14. (PREVIOUSLY PRESENTED) Floor heating in accordance with claim 1, characterized in that the panels are provided with thermal insulation on their lower side.

15. (PREVIOUSLY PRESENTED) Floor heating in accordance with claim 1, characterized in that the panels are profile elements produced by continuous extrusion.

16. (CURRENTLY AMENDED) Method for heating the floor of an aircraft, comprising:

conveying warm waste air through a first plurality of hollow chambers extending through the panels forming the floor, the warm waste air having originated from the cooling of electronic equipment of the aircraft; and

maintaining fluid isolation between the warm waste air in the hollow chambers through the panels forming the floor and air in a cabin of the aircraft.

17. (PREVIOUSLY PRESENTED) Method in accordance with claim 16,
characterized in that the warm waste air is conveyed through the panels in the longitudinal direction of the aircraft and counter to the flight direction.
18. (PREVIOUSLY PRESENTED) Method in accordance with claim 16,
characterized in that the warm waste air originates from the aircraft's avionics bay.
19. (PREVIOUSLY PRESENTED) Method in accordance with claim 16,
characterized in that the warm waste air, after having flowed through the first plurality of hollow chambers in the panels forming the floor, is thereafter conveyed through panels that form a cargo hold door for the aircraft.
20. (CURRENTLY AMENDED) Method in accordance with claim 19,
characterized in that the warm waste air flows out into the aircraft fuselage after having flowed through the [[floor]] panels of the cargo hold door.
21. (PREVIOUSLY PRESENTED) Method in accordance with claim 16, further comprising:
mixing hot bleed air from the engine with the warm waste air that originates from the cooling of the aircraft's electronic equipment, the mixing of the hot bleed air and the warm waste air occurring before conveyance to the first plurality of hollow chambers.

22. (PREVIOUSLY PRESENTED) Method in accordance with claim 19, further comprising:

mixing hot bleed air from the engine with the warm waste air that originates from the cooling of the aircraft's electronic equipment to create a first mixture, the mixing occurring upstream of the first plurality of hollow chambers of the floor, and also mixing in additional hot bleed air from the engine downstream of the first plurality of hollow chambers of the floor, but upstream of the cargo hold door.

23. (PREVIOUSLY PRESENTED) Method in accordance with claim 16, characterized in that the panels forming the floor are additionally heated by electricity.

24. (PREVIOUSLY PRESENTED) Method in accordance with claim 16, characterized in that a forced flow is generated in the hollow chambers.

25. (PREVIOUSLY PRESENTED) The method of claim 16, further comprising: directing air from the first hollow chambers into the cabin or outside the aircraft after the warm waste air has cooled.